

Washington State Department of Transportation
15700 Dayton Avenue North
Seattle, WA 98133

April 2, 2005

Request For Proposals
Design-Build Construction of
Everett HOV Design-Build

ATTENTION: All Short-listed Proposers

RFP Addendum #11

The RFP for the Everett HOV Design-Build Project is modified as follows:

1. *In the General Provisions, modify the first paragraph under Section 1-07.18(1) entitled Worker's Compensation [Employer's Liability] as follows:*
 1. Worker's Compensation [and ~~Employer's Stop-Gap~~ Liability]. The Design-Builder shall provide industrial insurance and medical aid as required under Title 51 RCW [and ~~employer's Stop-Gap~~ liability insurance (for bodily injury or disease) with minimum limits of \$1 million per accident for bodily injury by accident, \$1 million per employee for bodily injury by disease, and \$1 million policy limit for bodily injury by disease]. The Design-Builder shall maintain such insurance through the expiration of the Warranty period. The Design-Builder shall be the named insured on these policies. A Design-Builder who is self-insured under Title 51 RCW shall also provide an endorsement extending coverage to all State operations on an "if any" basis. ~~[The industrial insurance policy shall contain the following endorsements:~~
 - ~~(a) A voluntary compensation endorsement.~~
 - ~~(b) An alternative employer endorsement.~~
 - ~~(c) An endorsement extending coverage to all State operations on an "if any" basis.~~

~~The required limits can be satisfied by a combination of a primary policy and an excess or umbrella policy.]~~
2. *In Addendum #10, delete item 43 in its entirety. The deleted language is shown below:*

*~~In Appendix M5—**Conceptual Plans** add the following note to every sheet:~~*
Vertical alignment accuracy is plus or minus 2 feet and the horizontal alignment accuracy is plus or minus 12 feet. No other warranty is either expressed or implied, on the accuracy of the Horizontal and Vertical alignments in the Basic

~~Configuration. The Design-Builder shall field verify existing and proposed vertical and horizontal alignments to provide a design and construct the finished product that will match existing elevations and meets all Contract requirements.~~

3. *In Appendix AA, Instructions to Proposers, Section 3.6.1.1 **State Taxes**, modify the first paragraph as follows:*

3.6.1.1 State Taxes

The Washington State Department of Revenue has issued special rules on the state sales tax. Chapter 1-07.2 of the General Provisions is meant to clarify those rules. ~~For bidding purposes the WSDOT has established a minimum acceptable lump sum of \$1,000,000.00 for work subject to State Department of Revenue Rule 171. The Contract Price provides a lump sum Line for work subject to State Department of Revenue Rule 170 and a lump sum Line for work subject to State Department of Revenue Rule 171. The Price Proposal Form B-1 provides a lump sum Line Item for work subject to State Department of Revenue Rule 170 and a lump sum Line Item for work subject to State Department of Revenue Rule 171. WSDOT has established a~~ minimum acceptable lump sum bid of \$1,000,000.00 for Work subject to State Department of Revenue Rule 171. A Proposal containing a bid amount of less than \$1,000,00.00 for the Work subject to Revenue Rule 171 will be considered non-responsive.

4. *In Appendix AA, Instructions to Proposers, Section 7, **Proposer Stipends**, modify the third paragraph as follows:*

No Proposer shall be entitled to reimbursement of any of its costs in connection with the RFP except as specified in this Section 7. A Proposer that has submitted a nonresponsive Proposal ~~(including a Technical Proposal that receives less than the minimum required technical score set forth in ITP Section 4.3.1)~~ will earn no Stipend.

5. *In the Technical Specifications Section 2.12.4.3 Bridge Design Criteria, modify the second to last paragraph as follows:*

For Bridge No. 5/628n-n it is acceptable to use 3 girders instead of the 4 required in Section 2.3.1(H) of the Bridge Design Manual. The Design-Builder shall use HS-25 for strength and overload checks, and fixed axle HS-20 for fatigue checks, per AASHTO 17th edition and the 2003 guide spec for curved girders.

Bob Dyer, for
Harold Peterfeso, P.E.
State Design Engineer